

REMARKS

This Preliminary Amendment cancels, without prejudice, claims 1 to 6 in the underlying PCT Application No. PCT/DE03/03499 and adds new claims 7 to 13. The new claims, *inter alia*, conform the claims to United States Patent and Trademark Office rules and do not add new matter to the application.

In accordance with 37 C.F.R. § 1.125(b), the Substitute Specification (including the Abstract, but without the claims) contains no new matter. The amendments reflected in the Substitute Specification (including Abstract) are to conform the Specification and Abstract to United States Patent and Trademark Office rules or to correct informalities. As required by 37 C.F.R. §§ 1.121(b)(3)(ii) and 1.125(c), a Marked-Up Version of the Substitute Specification comparing the Specification of record and the Substitute Specification also accompanies this Preliminary Amendment. Approval and entry of the Substitute Specification (including Abstract) is respectfully requested.

The underlying PCT Application No. PCT/DE03/03499 includes an International Search Report, dated March 11, 2004, a copy of which is included. The Search Report includes a list of documents that were considered by the Examiner in the underlying PCT application.

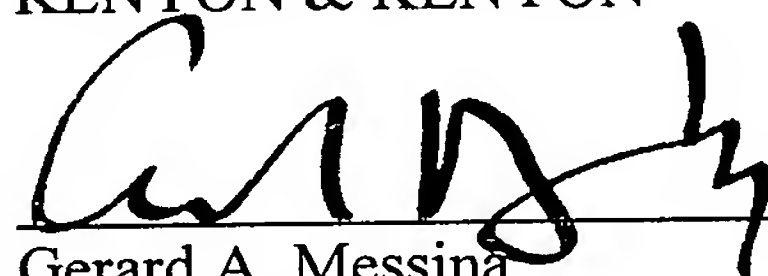
It is asserted that the subject matter of the present application is new, non-obvious, and useful. Prompt consideration and allowance of the application are respectfully requested.

Respectfully Submitted,

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APPARATUS FOR TRIGGERING RESTRAINT DEVICES

~~Background Information~~**FIELD OF THE INVENTION**

The present invention ~~is based on~~ relates to an apparatus for triggering restraint devices ~~according to the species defined~~
5 ~~in the independent claim.~~

BACKGROUND INFORMATION

[[DE]] German Published Patent Application No. 101 38 764

[[C1]] describes an apparatus for triggering a restraint
10 device featuring crash sensors inside and outside of the control unit. These crash sensors also generate, in addition to the crash signal, a plausibility signal for checking the crash signal.

15 ~~Summary of the Invention~~**SUMMARY**

By contrast, the an apparatus according to an example embodiment of the present invention for triggering restraint devices ~~having the features of the independent claim has the~~
20 ~~advantage~~ may provide that vehicle sensors external to the system generate the plausibility signal. These are vehicle sensors located outside of the restraint system, that is, they are neither located within the control unit, nor are they crash sensors located outside of the control unit. This can
25 may lead to speed advantages, ~~but~~ and may also lead to the complete elimination of the plausibility sensor.

~~The measures and refinements specified in the dependent claims allow for advantageous improvements of the apparatus for~~
30 ~~triggering restraint devices indicated in the independent claim.~~

Illustratingly, in the case of a side crash for instance, the plausibility ~~could~~ may be assumed as given based on the information "vehicle is skidding" from a vehicle dynamics control system (ESP= electronic stability program). This ~~would~~ may eliminate the waiting time prior to the acceleration reaching a central sensor in the control unit of the restraint system. This ~~represents~~ may represent a significant speed advantage and hence a faster triggering of restraint devices.

- 10 ~~It is furthermore advantageous if the~~ The apparatus ~~receives~~ may receive the plausibility signal from a knock control system. The engine control unit continuously analyzes the structure-borne sound signal at the engine block to detect engine knock and prevent it through control interventions.
- 15 This signal ~~could~~ may be checked for crash signatures for the purpose of deriving a plausibilization of ~~the~~ conventional triggering decision from it. This ~~could~~ may eliminate the installation of an additional plausibility sensor.
- 20 If conventional plausibility sensors are used in addition, an overall plausibility signal may be generated through an OR operation on the plausibility signal of the crash sensor and of the vehicle sensor, which may be drawn upon in the triggering decision.

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~~Brief Description of the Drawing~~

Exemplary embodiments of the present invention are shown in the ~~drawing~~ Figures and are explained in more detail in the following description.

30

~~The figures show:~~

BRIEF DESCRIPTION OF THE DRAWINGS

Figure 1 is a block diagram of the an apparatus according to an example embodiment of the present invention and.

- 5 Figure 2 is a flowchart of a process running in an the apparatus according to an example embodiment of the present invention.

Description

10 DETAILED DESCRIPTION

Airbags have been part of the safety equipment of motor vehicles for years. For triggering the pyrotechnic system, an algorithm is processed in the software of the electrical control unit. The input variables for this algorithm are
15 normally may be sensor signals for detecting crash severity, for example, acceleration signals and pressure signals, as well as information regarding occupancy, the closing of seatbelt buckles, etc.

- 20 To guard against false triggerings due to defective sensors, ~~the most important~~ a principle to be followed is that the triggering decision must be plausibilized. ~~Ideally, this is~~ This may be done via an independent sensor.

- 25 ~~Essentially two~~ Two problems are may be encountered in the plausibility concepts that may currently be in use:

1. Additional Costs

- 30 If, for example, an additional X sensor is used for plausibilizing the acceleration signal in the X direction, i.e., in the direction of travel, costs are ~~thereby~~ may be incurred which may only support the safety concept, but which may provide no additional noticeable benefit to the customer.

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2. Performance

If, for example, a peripheral sensor is used in the crash zone for detecting a side crash, this ~~will indeed~~ may allow for a rapid triggering decision, but subsequently the system would may still have to wait for the plausibility of the safety sensor in the central unit. This is due to the fact that accelerations are measurable there only a few milliseconds afterwards.

10 ~~The proposal according to~~ An example embodiment of the present invention ~~is to~~ may exploit information quasi external to the system for plausibilizing the crash, instead of using a sensor of the restraint system for plausibilization. This ~~could~~ may either lead to speed advantages or possibly even to the complete elimination of the plausibility sensor.

An example of such information external to the system is the signal of the ESP. Based on the information "vehicle skidding", the plausibility ~~could~~ may be deduced as given in a side crash, for example. This ~~would~~ may eliminate the waiting time prior to the acceleration reaching the central sensor.

25 Another alternative is the structure-borne sound signal of the knock control system. This structure-borne sound signal, which is continuously recorded, ~~can~~ may be checked for crash signatures to identify a crash or crash-related signals using pattern recognition. These ~~could then~~ may serve as plausibility signal.

30 Figure 1 ~~shows the~~ illustrates an apparatus according to an example embodiment of the present invention in a block diagram. A control unit 11, ~~usually~~ which may be mounted at the tunnel of the vehicle, is connected to a side-impact sensor 10 via a first data input. Via a second data input,

control unit 11 is connected to a side-impact sensor 14 on the opposite side. In this context, side-impact sensors 10 and 14 may be acceleration sensors. Alternatively, they ~~could~~ may be pressure sensors that detect an adiabatic pressure increase in a hollow body in the side panels of the vehicle resulting from the deformation of this hollow body in the course of a side impact. Other deformation sensors may be used as well for this purpose. Upfront sensors 12 and 13 attached to the radiator are connected to control unit 11 via a third and a fourth data input. These are acceleration sensors that measure the acceleration at least in the direction of travel. It is possible that they are also capable of measuring accelerations transverse to the direction of travel, in the Y direction, and in the vertical direction. Via a fifth data input, control unit 11 is connected to an ESP control unit 15, and via a sixth data input, control unit 11 is connected to a knock control system 16.

Control unit 11 itself features a processor memory and its own sensors to process a triggering algorithm for restraint devices 17 from the crash signals of sensors 10, 12, 13 and 14. Restraint devices 17, to which control unit 11 is connected via a data output, are airbags, seatbelt tensioners, ~~and possibly a rollover bar,~~ etc . Sensors 10, 12, 13 and 14 are installed remotely so as to be closer to the crash location. This ~~allows~~ may allow for faster registration of crash signals. The algorithm running in the processor of control unit 11, however, may also ~~requires~~ require plausibility signals for detecting failures or errors of crash sensors 10, 12, 13 and 14. For this purpose, control unit 11 may either use signals of the crash sensors themselves, for example, the mutual plausibility of side-impact sensors 10 and 14, or also from sensors within control unit 11 itself, that is, from central sensors. ~~The proposal according to the invention is now that signals~~ Signals of ESP control unit 15

for controlling the vehicle dynamics and of knock control system 16 may also be used for plausibility. ESP control unit 15 indicates the state of the vehicle dynamics and thus makes it possible to infer a possible crash. Knock control system 16 continuously monitors a structure-borne sound signal at the engine block, and this structure-borne sound signal may also contain crash signatures allowing for the identification of such a crash. If both or one of these are used, then possibly a plausibility via crash sensors can may even be eliminated.

Figure 2 ~~shows~~ illustrates a flowchart of the process running in the an apparatus according to an example embodiment of the present invention. The algorithm for generating the triggering decision is ~~run~~ executed in block 20. To this end, control unit 11 receives triggering-relevant sensor signals from sensors 10, 12, 13 and 14. At the same time, a plausibility check is performed in blocks 21 and 22. This plausibility check ~~is~~ may be performed in block 21 on a conventional plausibility signal, i.e., on a signal of one of crash sensors 10, 12, 13 or 14 or of a central sensor in control unit 11. There, a mechanical switch, for example a Hamlin switch, may be used as well. In addition, a plausibility check is ~~now~~ performed in block 22 on the basis of the signals of ESP control unit 15 or of knock control system 16. The plausibility checks of blocks 21 and 22 are ~~then~~ combined in an OR operation in block 22. That is to say, if only one of blocks 21 or 22 indicates a plausibility signal, then the output of OR gate 23 will yield a logical one, indicating the presence of a plausibility signal for a crash. OR gate 23 is connected to a first input of an AND gate 24. Block 20, which outputs the triggering decision, is connected to a second input. If the triggering decision is YES and a plausibility signal was detected, then the instruction to fire is given at the output of AND gate 24. If no triggering decision was

generated or if no plausibility signal is present, then no firing instruction is issued.

Alternatively, it is possible to use only lower block 22, in
5 which case OR gate 23 may be eliminated. In that case, only the triggering decision of block 20 and the plausibility check of block 22 are combined in an AND operation. If both are present, an instruction to fire is issued. If only one is missing, no instruction to fire is issued.

~~Abstract~~

ABSTRACT

An apparatus for triggering restraint devices ~~(17)~~ ~~is provided~~ featuring includes crash sensors inside and outside of a
5 control unit ~~(15)~~. The apparatus checks a crash signal of the crash sensors using a plausibility signal. To check the crash signal, the apparatus receives the plausibility signal from a vehicle sensor ~~(15, 16)~~ outside of the control unit ~~(11)~~, and
10 then triggers the restraint devices ~~(17)~~ as a function of the crash signal and the first plausibility signal.